DAVID EVANS AND ASSOCIATES INC.

SR 432 Realignment Feasibility Study

Stakeholder Questionnaire

Purpose of Study

The purpose of the SR 432 Realignment Feasibility Study is to review the recommendations of the 2001 SR 432 Route Development Plan, update those recommendations as needed, and make additional recommendations that best fit the corridor from 2007 forward. Included in the technical report will be a list of recommended improvements, associated costs and a timeframe for implementation. Your input as a corridor stakeholder is essential in determining the future highway and rail traffic needs. Your ideas about how to improve the corridor are welcome.

Purpose of Questionnaire

The purpose of this questionnaire is to gather information from the stakeholders in the corridor about the types of commodities being shipped, volumes shipped by rail and by truck, and expected growth in all traffic by 2030. This information will be input into various traffic models to help determine infrastructure needs in the corridor through the year 2030.

The study team intends to interview each of the identified stakeholders using this questionnaire as a tool.

Your responses will be held in the strictest confidence. All data will be aggregated into the final technical report so that confidentiality is maintained.

General Issues

1) Name of Business:

2) Nature of Business:

3) Primary commodities shipped:

4) What are your typical hours of operation (hours and days of the week)?

5) What factors determine the transportation mode you choose to move cargo?

6) Would you consider changing transportation modes in the future? Why or why not?

7) What are some of your concerns about transportation services in the SR 432 Corridor?

8) What is working well for you?

9) Are there improvements to the highway or rail systems that would be a benefit to your business? What are they?

10) Assuming similar cost structures between truck and rail, which of the following factors are most likely to influence your choice of mode? (rank in importance from 1 to 6 with 1 being the highest rank and 6 being the lowest)

Fast delivery
Predictable pickup times
Hours of operation
Flexible pickup times
Additional storage time
Location of rail depot

11) Additional comments:

Truck Traffic to/from Your Facility

1) What are your typical hours for shipping and receiving trucks (hours and days of week)?

2) What are the commodities served by truck at your facility?

3) What are the typical origin and destination of inbound and outbound shipments?

4) What is the typical truck routing?

5) Please provide truck volumes for each commodity.

Current volumes (2006)

Expected volumes (2030)

6) Does your industry experience peaking factors for truck traffic, either seasonal or weekly? If so, which months are peak season, and/or which days are peak traffic days? What are the peaking factors associated with either?

7) Are there repetitive operational issues that affect truck service at your facility? Examples of operational issues may include (but are not limited to)

- Blocked grade crossings (either public or intra-plant) when rail service is being provided
- Highway congestion.
- Storage space for waiting trucks.
- Traffic signal timing.
- Left turn movements.

7) Describe your current truck service, plan versus actual.

8) Describe your estimate of how the service plan would need to change in 2030 to match your projected change in truck traffic.

Rail Traffic to/from Your Facility

1) What are your typical hours for shipping and receiving cargo by rail (hours and days of the week)?

2) What are the commodities served by rail at your facility?

3) What are the typical origin and destination of inbound and outbound shipments?

4) Please provide rail volumes by car load and/or rail tonnage by commodity.

Current volumes (2006)
If by tonnage, what type(s) of rail car equipment is utilized?

Expected volumes (2030)
If by tonnage, what changes in rail car types are projected, e.g. if the shipper moves multiple products requiring different types of rail equipment, is one traffic type projected to increase/decrease vis-à-vis other commodity types?

5) Does your industry experience peaking factors for rail traffic, either seasonal or weekly? If so, which months are peak season, and/or which days are peak traffic days? What are the peaking factors associated with either?

6) Are there repetitive operational issues that affect rail service at your facility? Examples of operational issues may include (but are not limited to)

- Blocked grade crossings (either public or intra-plant) when rail service is being provided
- Insufficient track length of switching leads or working car spots
- Storage tracks for excess rail equipment
- Ability to secure sufficient rail equipment
- Bunching of traffic (either inbound or outbound)

7) Describe your current rail service, plan versus actual. Do you have records of rail car service requests, actual spot and pull times and rail car volumes for a representative period of time that can assist in developing the simulation model?

8) Who provides rail service to/within your facility? If multiple service providers, (i.e. LSC and intra-plant local switch) describe the responsibilities of each and their interaction.

9) Describe, if any, issues and/or concerns you have for rail service to your facility, e.g. late switches, equipment availability, etc.

10) Describe your estimate of how the service plan would need to change in 2030 to match your projected change in rail traffic.

11) Do you own the tracks within your facility that support your rail service? If yes, do you have track plans/diagrams/engineering prints available from which current rail infrastructure can be coded?

12) Do you have plans to alter and/or expand the track configuration within your facility in conjunction with projected changes in rail volumes out to 2030? If yes, have engineering diagrams, prints or conceptual designs been developed?

Additional Comments